

A1 2. The device of claim 1, wherein the tie down bracket has a base plate which [mounts to the transom] is secured adjacent to the transom by compression directed from the trim adjustment rack toward the transom and a pair of tabs that extend perpendicular to the base plate with the pair of tabs each having a hole.

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16. A method for securing a [kicker] motor to a transom of a boat, the method comprising:

sliding a tie down bracket of an outboard motor support device between a transom of the boat and a trim adjustment rack of the motor;

mounting the motor to the transom of the boat which compresses and secures the tie down bracket between the trim adjustment rack of the motor and the transom of the boat;

tilting the [kicker] motor to an up position;

rotating a support of the motor support device which has [having] a frame pivotally mounted with respect to the [kicker] motor and which has [having] a cradle, such that the cradle receives and supports the [kicker] motor along a drive shaft housing of the [kicker] motor; and

securing a tie down strap of the motor support device to the tie down bracket [transom] such that the tie down strap passes behind the drive shaft housing of the motor and secures the [kicker] motor in place between the cradle of the support and the tie down strap.

Please add claims 17-28 as follows:

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17. The device of claim 1, wherein the tie down bracket has a base plate which is mounted to the transom by bolts which mount the motor to the transom by passing through the trim adjustment rack of the motor and the base plate of the tie down bracket, the tie down bracket also

including a pair of tabs that extend perpendicular to the base plate with the pair of tabs each having a hole.

18. An outboard motor support device for securing an outboard motor to a transom of a boat, the device comprising:

a tie down bracket;

a support having a V-frame with a cradle at its apex which is rotatably mounted with respect to the motor such that when the motor is in an up position the support can rotate about its mounting point to contact and support the motor in the cradle; and

a tie down strap which passes behind the motor and is secured to the tie down bracket.

19. The device of claim 18, wherein the tie down bracket has a base plate which is secured between the transom of the boat and a trim adjustment rack of the motor, the tie down bracket further including a pair of tabs that extend perpendicular to the base plate with the pair of tabs each having a hole.

20. The device of claim 18, wherein the tie down strap is adjustable in length and has a pair of ends that are secured to the tie down bracket on opposite sides of the motor.

21. The tie down strap of claim 20, wherein a hook is secured at each end of the tie down strap for securing the tie down strap to the tie down bracket.

22. The device of claim 18, wherein the cradle receives and secures the motor along a drive shaft housing of the motor.

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23. The device of claim 22, wherein the V-frame opening of the support mounts to a trim adjustment rack of the motor.

24. The device of claim 22, wherein the V-frame has a cross bar which extends beyond the V-frame to form a pair of handles on either side of the V-frame.

25. The device of claim 18, wherein a lanyard is connected between the motor and the support to raise the support when the motor is raised to an up position.

26. The device of claim 18, wherein the support is rotatably mounted such that the support is positioned between the motor and the transom when the motor is in a down position and the axis of rotation for the support is along a plane parallel to the length of the boat.

27. The device of claim 26, and further including:
means connected between the support and the motor for rotating the support upward
when the motor is tilted from the down position to the up position.

28. The device of claim 27 wherein the support includes a handle. --

REMARKS

This Amendment is in response to the Office Action mailed on July 31, 1998. In that Office Action, claims 1, 5 and 8-11 were rejected under 35 U.S.C. § 102(b) as being anticipated by Weiss, U.S. Patent No. 4,828,186. Claims 2-4 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Weiss in view of Driscoll, U.S. Patent No. 3,693,576. Claim 16 was rejected under 35 U.S.C. § 103(a) as being unpatentable over Weiss. Claims 6 and 7 were objected to as being dependant upon a rejected base claim. Claims 12-15 were allowed.